

~~TOP SECRET~~

CONTROL NO.

BYE 2810-65

Copy 10

REFERRED TO OFFICE	RECEIVED			RELEASED		SEEN BY	
	SIGNATURE	DATE	TIME	DATE	TIME	NAME & OFFICE SYMBOL	DATE
D/TECH/OSA							

Handle Via Indicated Controls

**BYEMAN**

Access to this document will be restricted to those persons  
cleared for the specific projects;

OXCART .....

.....

**WARNING**

This document contains information affecting the national security of the United States within the meaning of the espionage laws U. S. Code Title 18, Sections 793 and 794. The law prohibits its transmission or the revelation of its contents in any manner to an unauthorized person, as well as its use in any manner prejudicial to the safety or interest of the United States or for the benefit of any foreign government to the detriment of the United States. It is to be seen only by personnel especially indoctrinated and authorized to receive information in the designated control channels. Its security must be maintained in accordance with regulations pertaining to BYEMAN Control System.

Log 88<sup>th</sup>  
19 Aug 65  
20

~~TOP SECRET~~

GROUP 1  
Excluded from automatic  
downgrading and declassification

~~TOP SECRET~~

EO 12958 3.3(b) (1)>25Yrs  
(N)



CENTRAL INTELLIGENCE AGENCY  
WASHINGTON 25, D. C.

20 AUG 1965

OFFICE OF THE DIRECTOR

BYE-2810-65  
Copy 10

MEMORANDUM FOR THE PRESIDENT

On 14 August 1965, an A-12 aircraft flew nonstop from [redacted] to Orlando, Florida, back to the Test Site, then to Kansas City and return to its base. The flight was accomplished exactly as planned, simulating an operational mission with two air refuelings and three cruise legs. On each leg of the mission the aircraft cruised at its designed operational speed of Mach 3.1 at altitudes between 80,000 and 90,000 feet. The flight covered a total distance of 6500 nautical miles in 5 hours and 27 minutes, including air refueling times. A total time of 2 hours and 20 minutes was flown at cruise speed of Mach 3.1. The aircraft landed in excellent condition with only three minor malfunctions.

The significant aspects of this flight are:

1. There were no air-flow disturbance conditions encountered in the engine air inlets--not even minor roughness. (This is the classic problem that plagues supersonic speed turbojet aircraft).
2. There were no electrical system problems.
3. There were no heat problems to the aircraft engines, or pilot due to the prolonged high speed, high temperature flight.
4. This flight is an important milestone and increases our confidence that we should have a reliable, operational aircraft in near future. (3 to 6 months for further validation.)

[(signed) W. F. Raborn

W. F. RABORN

HANDLE VIA BYEMAN  
CONTROL SYSTEM

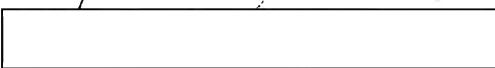
GROUP 1  
Excluded from automatic  
downgrading and  
declassification

~~TOP SECRET~~

~~TOP SECRET~~

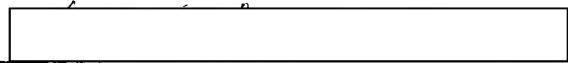
BYE-2810-65  
Page 2

Signature Recommended:



Director of Office of Special Activities

Signature Recommended:



Deputy Director for Science and Technology

HANDLE VIA BYEMAN  
CONTROL SYSTEM

~~TOP SECRET~~

~~TOP SECRET~~

BYE-2810-65  
Page 3

Distribution:

Copy 1 - Addressee  
Copy 2 - DCI  
Copy 3 - DDCI  
Copy 4 - Ex. Dir. - Compt.  
Copy 5 - ER  
Copy 6 - DD/S&T  
Copy 7 - DD/S&T  
Copy 8 - DD/S&T  
Copy 9 - D/OSA  
Copy 10 - D/TECH  
Copy 11 - PS/OSA  
Copy 12 - SS/OSA  
Copy 13 - D/FA/OSA  
Copy 14 - OXC/OSA  
Copy 15 - SAL/OSA  
Copy 16 - RB/OSA

D/OSA/JCLedford/mcm(19 Aug 65)

HANDLE VIA BYEMAN  
CONTROL SYSTEM

~~TOP SECRET~~